

EXECUTIVE SUMMARY

Overview

This Final Environmental Impact Statement (FEIS) has been prepared for the New Meadowlands Stadium Project (Stadium Project) on behalf of the New Jersey Sports and Exposition Authority (NJSEA), in conjunction with the New Meadowlands Stadium Company, LLC (NM Stadco). The purpose of this FEIS is to comply with the requirements of NJSEA's enabling legislation that it "...consult with the Meadowlands Commission before making any determinations as to the location, type and character of the project" and "...consult with the Meadowlands Commission and the New Jersey Department of Environmental Protection with respect to the ecological factors constituting the environment of the Hackensack meadowlands...". This consultation process involves a site plan review as well as the preparation of an Environmental Impact Statement (EIS), solicitation of public comments and participation in a public hearing before hearing officers appointed by the New Jersey Meadowlands Commission (NJMC) and the New Jersey Department of Environmental Protection (NJDEP).

Project Description

The Stadium Project will redevelop portions of the West Site of the Meadowlands Sports Complex (West Site) located in the Borough of East Rutherford, Bergen County, New Jersey. The Meadowlands Sports Complex is located within a special state planning area called the Hackensack Meadowlands District (HMD) that is overseen by the NJMC. The Meadowlands Sports Complex property is located to the northwest of the Hackensack River and is generally bounded by Paterson Plank Road on the northeast, the New Jersey Turnpike on the east, Route 3 on the south, and Berry's Creek on the west. Route 120 bisects the Sports Complex property. For the purposes of this redevelopment, the NJSEA will complete a ground lease for portions of the Meadowlands Sports Complex with NM Stadco and Giants Owners or their affiliates. NM Stadco is a joint venture of the ownership families and their affiliates involved with the New York Giants and New York Jets organizations, and will implement the Stadium Project under the authority of the NJSEA. On October 12, 2006 the NJSEA Board of Commissioners provided preliminary master plan approval of the June 2006 "Master Plan for a New Meadowlands Stadium and Ancillary Component" submitted by NM Stadco. On December 21, 2006, the ground lease was executed between the NJSEA and NM Stadco for the Stadium and Ancillary Development lease area. At a later date, NM Stadco may assign its interests to other entities who will assume responsibility for the development of the Ancillary

Development. In addition, the Giants Training Facility will be developed by the New York Football Giants (or an affiliate thereof) who will enter directly into a ground lease with the NJSEA for this purpose.

The Stadium Project consists of five major components:

- New Meadowlands Stadium of approximately 82,500 seats;
- Ancillary Development of 617,000 square feet;
- Giants Training Facility of 400,000 square feet;
- Revised Parking and Two Future Tailgating Areas totaling 10,000 square feet; and
- Revised Site Circulation.

The Stadium Project will replace the 30-year old Giants Stadium and the existing training facility and team offices with a new modern Stadium and a new Giants Training Facility. The Stadium Project also includes the construction of new related Ancillary Development adjacent to the new Stadium. The new Stadium and the Ancillary Development will occupy a leased area of approximately 55 acres on the West Site between the existing Giants Stadium and Route 120. The Giants Training Facility will be constructed on a second leased area of approximately 20 acres in the southwest corner of the Meadowlands Sports Complex. Other project-related improvements, including revised parking areas and a modified internal roadway network, will occur in the other existing parking lots on the West Site. The Stadium Project also proposes infrastructure improvements on approximately 195 acres on the West Site outside of the lease areas, resulting in a total Project Area of approximately 270 acres. All Stadium Project activities are proposed within existing surface parking lots, roadways or landscape islands.

The construction of the new Stadium and the new Giants Training Facility will be the first components of the Stadium Project and are expected to be completed in 2010. Once the new Stadium is constructed and operational, the Giants Stadium will be demolished. The construction of the Ancillary Development is anticipated to follow the demolition of the existing stadium, subject to market conditions and demand and the concurrence required by the terms of existing agreements between the NJSEA and the Meadowlands Xanadu Redevelopment Project (Xanadu). The future construction of the tailgate areas and a 50,000 square foot expansion of the new Giants Training Facility are also planned, but are dependent on market conditions.

Existing vehicular access, surface parking and pedestrian areas on the West Site will be reconfigured, re-signed and improved to facilitate traffic flow in the surrounding area, ease

congestion and back-ups on local roadways. These improvements will provide improve pedestrian access and provide ample, well-marked parking.

The Meadowlands Railroad and Roadway Improvement Project (Railroad Project), a separate and distinct activity from the Stadium Project being constructed by NJSEA in conjunction with NJ Transit, will provide a new 2.3 mile rail alignment to connect the NJ Transit Pascack Valley Line to a new rail station platform located on the West Site, next to Route 120, adjacent to the new Stadium. The Railroad Project has a target completion date of 2009. The Stadium Project will provide plazas and pedestrian ways adjacent to the west side of the planned NJ Transit station platform so that patrons of the new Stadium and Ancillary Development can utilize the new train station.

The design, construction and operation of the Stadium Project is being coordinated with current operating facilities at the Meadowlands Sports Complex and also the Railroad Project and Xanadu. A construction sequencing plan will be utilized to minimize interference with other projects and operations at the Meadowlands Sports Complex. In addition, the Stadium Project is being coordinated with the planned roadway improvements proposed within the vicinity of the Meadowlands Sports Complex by the New Jersey Turnpike Authority (NJTA) and the New Jersey Department of Transportation (NJDOT) and for Xanadu. However, as an independent project, the permitting and construction of the Stadium Project will be separate and distinct from the other ongoing developments in and around the Meadowlands Sports Complex.

Purpose and Need

To guide future development and ensure the continued success of the Meadowlands Sports Complex, the NJSEA undertook the preparation of a Master Plan in the mid-1990s. The goal of the Master Plan was to build upon the NJSEA's strategic goals and world-class image to transform the Meadowlands Sports Complex into a diversified, profitable, and unique "Sports and Entertainment Complex." The strategic goals identified by the NJSEA at that time included: 1) to maintain the world-class status of the Meadowlands Sports Complex; 2) to expand and improve the entertainment product mix at all NJSEA facilities; 3) to stabilize and increase the revenue capacity of current businesses; 4) to diversify and increase revenue through new business development; 5) to increase site utilization throughout a 24-hour day; and 6) to improve the entertainment experience for all patrons.

To achieve this vision and ensure the Meadowlands Sports Complex continues to be the premier facility of its kind, the NJSEA is implementing a series of redevelopment projects to reposition the Meadowlands Sports Complex in the marketplace and improve existing facilities.

The repositioning of the West Site of the Meadowlands Sports Complex and construction of a new modern Stadium and related facilities will help to achieve the goals of the NJSEA's revised Master Plan and allow the State of New Jersey to be at the forefront of the evolving trends in sports and entertainment development.

The Stadium Project will establish an exciting new vision for the Meadowlands Sports Complex that will respond to the changing dynamics of the sports and entertainment industry by providing a new modern Stadium, practice facilities and Ancillary Development. The Stadium Project seeks to create the premier football fan experience on game day, enhance the Meadowlands Sports Complex as a year-round destination, and provide ancillary uses that are compatible with the development and operation of the Stadium. The Stadium Project will be privately financed. As such, the Stadium Project is a vital component of the NJSEA's redevelopment initiative for the Meadowlands Sports Complex and will generate substantial tax revenues and jobs for New Jersey's citizens and its communities.

Environmental Evaluation

The Stadium Project will avoid many potential adverse environmental impacts because the Project is located on lands that are currently developed and contain existing buildings, large expanses of paved surface parking areas and roadways, and landscape islands. There are no environmentally sensitive areas such as wetlands or wildlife habitat present within the 270 acre Project Area. Therefore, the Stadium Project will not have any direct impact on wetlands, wildlife habitat, vegetation or threatened and endangered species. In addition, as documented in the FEIS, the Stadium Project also includes measures and practices to mitigate against secondary or indirect impacts to these resources.

The FEIS addresses existing conditions, potential impacts and proposed mitigation for projected adverse impacts both during construction and operation of the Stadium Project. A summary of the key issues addressed in the FEIS are presented below:

1. Traffic and Transportation – Traffic and parking are concerns for the NJSEA, the Project developers and the surrounding communities. Although the Stadium Project is replacing Giants Stadium, one objective is to improve existing on-site traffic flows through reconfigurations and enhancements to the on-site roadway networks and parking lots on the West Site, and by changes to the management of Sports Complex traffic during game events. The traffic and transportation studies for the Stadium Project build upon the previous studies completed for Xanadu, the Railroad Project and around the Meadowlands Sports Complex area on behalf of the NJDOT, NJTA and

NJSEA. Several major NJTA and NJDOT transportation projects that improve off-site traffic flows are already underway, with funding in place.

A Traffic Study has been prepared by NM Stadco for the Stadium Project that examined several different peak hours for traffic in the Project Area and on several adjacent roadways including Route 3, Route 120 and Paterson Plank Road. Traffic volumes and the roadway configurations incorporated into the modeling included traffic and proposed improvements from the Xanadu and regional roadway improvements proposed by the NJTA and NJDOT as well as the NJ Transit Railroad Project. No-Build and Build conditions were developed for the years 2010 and 2013, with 2010 being the operation of a portion of the Stadium Project and 2013 being the full-build out of the Project. Peak periods for study were selected as PM Highway Peak Hour, PM Continental Airlines Arena Event Peak Hour and Saturday Continental Airlines Arena Event Peak Hour. With the planned improvements by other developers, including roadway improvements proposed by Xanadu and State agencies, it was concluded that the additional vehicle trips generated by the Stadium Project are anticipated to have an overall minimal impact on the levels of service of the roadway intersections with the Meadowlands Sports Complex and surrounding the Project Area compared to baseline conditions. With the off-site roadway improvements currently being completed through the NJDOT and NJTA and the impact of the Railroad Project, game day traffic volumes are anticipated to remain the same as current conditions, with a reduction expected with the operation of the rail. Therefore, the Stadium Project will not need any off-site roadway improvements. A formal review of the Stadium Project's Traffic Impact Study will be performed by the NJDOT under the Major Highway Access Permit review. The NJDOT review process is currently underway.

A Parking and Transportation Management Plan has been prepared to address event parking, shared parking, parking management and pedestrian circulation. At the completion of the Stadium Project, a total of approximately 27,500 striped parking spaces will be available at the Meadowlands Sports Complex for game day events, which is roughly equal to current striped parking space levels. This Plan calls for the implementation of enhanced traffic and parking management strategies so as to facilitate more efficient use of the parking areas by: (1) increasing the number of pre-paid parking passes to enable faster throughput of vehicles at toll plazas, (2) implementation of directed parking within the lots themselves, (3) increasing awareness and communication to patrons through team website and email communications, and (4) implementation of formalized shared parking plans with the NJSEA and related

venues at the Sports Complex to coordinate user requirements on a 365 day per year basis.

2. Air Quality - The construction and operation of the Stadium Project may result in minor increases in vehicular traffic and related mobile source emissions as well as additional stationary sources. It is anticipated that construction and operation of the Stadium Project will not result in significant impacts on ambient air quality due to a number of mitigation measures incorporated into the Stadium Project, prudent facility design, and improvements to roadways to facilitate traffic movements.

Construction - Construction of the Stadium Project will be temporary and will result in emissions from construction equipment, construction activities and fugitive dusts from exposed soils. It is anticipated that construction activities will not result in significant air quality impacts due the mitigation measures incorporated into the construction activities. Measures to control dust from areas of historic fill and identified areas of contaminated fill material/soils will be implemented, as identified in the FEIS. A Diesel Emissions Mitigation Plan, incorporating a particulate emission reduction goal of 35% and the use of low sulfur fuels, will be implemented to reduce emissions from on-site construction equipment. The emissions of fugitive dust will be limited and controlled through implementation of soil erosion and control measures, and on-site dust control measures including wetting of road surfaces, watering, regular sweeping of road surfaces, covering of storage piles, and implementation of low on-site construction vehicle speeds limits.

Operation - New stationary sources will be installed at the new Stadium to replace existing stationary sources (i.e. boilers, HVAC systems, and emergency generators). The replacement equipment is anticipated to be more efficient and less polluting than the existing equipment. The necessary NJDEP air permits for the Project's stationary sources will be obtained prior to installation.

The Stadium Project includes roadway and access improvements within the West Site of the Sports Complex to facilitate traffic flow to the surrounding roadway network and improve movements within the Sports Complex. Coupled with the planned regional and local roadway improvements to be performed by NJDOT, NJTA and Xanadu and the use of the Railroad Project by Stadium patrons during game days, it is anticipated that traffic delays will be reduced on game days and, therefore, no significant changes to mobile source air emissions are anticipated during game days and other Stadium events compared to existing conditions.

Additional traffic will be generated by the Stadium Project, during non-game days, mostly due to the Ancillary Development. At full build out the Giants Training Facility will also generate additional traffic due to proposed size of the future expansion. A mobile source analysis (i.e., microscale CO Hot Spot analysis) was performed for non-game days to assess potential air quality impacts. The results of the air quality microscale analysis conclude that the emissions from mobile sources will be in compliance with all NAAQS and Federal Conformity Rules.

3. Socioeconomics – The Stadium Project will result in a number of substantial and beneficial socioeconomic impacts to the NJSEA, the Hackensack Meadowlands region, and the State of New Jersey. Lease payments from NM Stadco to the NJSEA will provide additional revenue, while tax revenues will provide beneficial impacts to the region and State. NJSEA will continue payments to East Rutherford in lieu of property taxes (i.e., Payments in Lieu of Taxes (PILOT)). It is estimated that tax revenues from construction of the new Stadium, Giants and Jets training facilities, and associated direct, indirect and induced economic impacts will be \$64.7 million, while the annual tax revenues from operations of the new Stadium, training facilities, and aforementioned associated economic impacts will be \$66.5 million. The Stadium Project and associated spending will create a range of jobs beneficial to the region and State. Construction activities and associated direct, indirect and induced economic impacts will support approximately 12,200 jobs, while Project operations and aforementioned associated economic impacts will support approximately 12,450 jobs. The total direct, indirect and induced economic activity during construction is projected to be \$1.2 billion, while the total economic activity generated by operation of the new Stadium, training facilities and associated spending will be approximately \$938 million annually.

4. Soil Characterization / Resource Contamination – Subsurface investigations of the underlying material have been undertaken to characterize the geotechnical and environmental nature of the Project Area. Geotechnical borings have revealed fill materials underlain by organic silt and peat (marsh deposits), varved clay, glacial till, and shale bedrock. Pile supported foundations will be required to avoid settlement of buildings. Environmental sampling performed in accordance with the NJDEP *Technical Requirements for Site Remediation* (N.J.A.C. 7:26E) revealed the presence of levels of semi-volatile organic compounds, metals, and polychlorinated Biphenyls (PCBs) in portions of the site's shallow, non-native soils within the Project Area above the NJDEP Non-Residential Direct Soil Cleanup Criteria (NRDSCC). The majority of the exceedances of the NJDEP SCC are for compounds included in NJDEP's definition of

typical historic fill. The remaining compounds detected above the NJDEP SCC are not listed on NJDEP's Historic Fill Database. The results of these investigations have been submitted to the NJDEP to confirm that the fill present on the Project Area is consistent with the NJDEP definition of "historic fill".

Certain local areas of exceedances of benzene and PCBs have been identified that will require further delineation and excavation prior to project implementation. A Remedial Action Work Plan (RAWP) and Soil Reuse Plan (SRP) that calls for the reuse of the historic fill material on-site with engineering and institutional controls has been submitted to the NJDEP for review and approval. It is anticipated that the Project will cap the historic fill areas with building foundations, paved parking and roadway areas, and landscape areas with 2 feet of clean soil to control potential exposure of the historic fill to the general public.

Methane gas has been observed within the underlying strata and methane protection systems will be implemented for all buildings. The existing Giants Stadium contains some small quantities of asbestos containing material, lead based paint, ballasts/capacitors, mercury vapor lamps, and fluorescent light bulbs which will be properly removed, recycled, and/or disposed prior to demolition.

5. Utilities and Infrastructure – The Stadium Project will use existing utilities and infrastructure present on the West Site, with some upgrades and reconfigurations. Approximately 1,800 linear feet of an existing sanitary trunk sewer will be relocated from within the new Stadium footprint to the northern and eastern sides of the new Stadium. This relocated sewer will also continue to service the existing NJSEA facilities on the West Site. In addition, new lateral sewers will be constructed for service connections of the new Stadium and Ancillary Development. New lateral sewers, a new pump station and an on-site force main will also be constructed for the service connections of the Giants Training Facility to an existing on-site trunk sewer. New lateral sewer connections will also be provided for the future tailgate zones.

Sewer flows have been calculated based on the existing pipe capacity plus the sewage generation projections from future development using NJDEP rule categories. For a weekday game event, the Giants Stadium and the training facility produce a maximum flow of 248,514 gallons per day (gpd). The Stadium Project will increase this existing peak flow by 166,446 gpd to a total flow of 414,960 gpd. The projected net increase is due to the proposed Ancillary Development. The new Stadium and Giants Training Facility will actually generate less flow than Giants Stadium and the training facility due

to the reduction in flows that will result from the use of waterless urinals in the new Stadium. Even with the projected increase, the projected Stadium Project peak flows will remain below the maximum pumping capacity of the East Rutherford Public Works Utility Commission pump station, which conveys the Meadowlands Complex flows to off-site conveyances for treatment. Similarly, the projected peak flow increase will not have a significant impact to Bergen County Utilities Authority Treatment Plant, the recipient of the flow from the Meadowlands Complex.

New water lines will be constructed to service the Stadium Project and will be connected to the existing water mains near the Railroad Project and Meadowlands Racetrack parking lot. These proposed water mains will provide domestic water and fire needs for the Stadium Project. The peak flow for water usage has been estimated to be 2,900 gallons per minute. United Water, the local private purveyor of potable water, is currently reviewing the proposed water demands of the Stadium Project and the capacity of their distribution network to support the Stadium Project.

6. Floodplain – A large portion of the Project Area is located within the 100-year floodplain of Berry's Creek. The Stadium Project will require the placement of fill in the 100-year floodplain for site grading and construction of project structures. The first floor elevation of the new Stadium, Ancillary Development, and Giants Training Facility will be 11 feet NGVD, approximately 2 feet above the 100-year flood elevation. As per NJDEP regulations, the placement of fill in the 100-year flood plain for the Stadium Project will require the issuance of a Stream Encroachment Permit from the NJDEP. Since the 100-year floodplain in the Project Area is governed by tidal flooding, the placement of fill in the 100-year floodplain for the Stadium Project is anticipated to have a negligible effect on current flooding conditions and overall floodplain storage volume within the Berry's Creek and Berry's Creek Canal floodplain and the greater Hackensack River floodplain.

7. Water Resources / Stormwater Management – Stormwater discharges from the paved surfaces and new buildings of the Stadium Project will be directed to the existing Meadowlands Sports Complex lagoon system. A Stormwater Management Report, prepared for NM Stadco, analyzed existing and proposed conditions and concluded that peak flows to the lagoons will not significantly change. The report further confirms that the lagoon system will provide treatment of the Project's stormwater as well as continue to provide treatment for other existing stormwater sources in the Sports Complex. The lagoon system discharges water to Berry's Creek under an existing New Jersey Pollutant Discharge Elimination System (NJPDES) permit for the Meadowlands Sports Complex issued to the NJSEA by the NJDEP. Since the storm water discharges

can be adequately managed by the existing lagoon system, the Stadium Project is not anticipated to have an adverse impact on compliance with the existing NJPDES permit.

8. Land Use – The NJMC zoning regulations identify that the Sports Complex zone is “designed to accommodate major spectator and sport and exposition uses under the jurisdiction of the NJSEA”. The Stadium Project will replace the Giants Stadium and training facility currently located within the Project Area with a new Stadium and Giant Training Facility and may also include an Ancillary Development to support the development and operation of the new Stadium. Therefore, the Stadium Project conforms to the current NJMC “Sports and Exposition” land use and zoning designation. As a redevelopment project, the Stadium Project is consistent with the overall development plan for the HMD as well as the Smart Growth goals for the State of New Jersey.

Mitigation Measures

The Stadium Project will incorporate and undertake a number of actions to minimize and compensate for potential adverse environmental impacts during the construction and operation of the Project. During construction of the Project, several management plans will be implemented to control and manage dust, noise and soil erosion; treat dewatering effluent; manage traffic; decrease construction equipment emissions, and reuse soil on-site. The Project soil erosion and sediment control plan will be submitted for certification by the Bergen County Soil Conservation Service and will provide soil erosion, dust control and waterbody sedimentation mitigation. A treatment system for dewatering effluent will be developed by the contractor and approved by the NJDEP. A diesel emission management plan, that includes the use of low-sulphur fuel for on-site construction equipment, will be developed to achieve a net reduction in diesel emission and implemented with oversight from the NJDEP. A Health and Safety Plan will be developed and implemented to protect workers against any potential contaminated materials they may come into contact with. Specific measures will be implemented to prevent exposure of the public to dust during excavation of historic fill, contaminated soils and control of fugitive dust during demolition phases. The safety of the public will be addressed through proper fencing and controlled access to all work and staging areas. During operation of the Project, additional management plans will be implemented to control and manage traffic, maintain infrastructure, and manage solid waste. A traffic management plan will be implemented to control traffic flow during events at the Stadium. Recycling will be implemented to decrease the quantity of solid waste to be disposed at off-site landfills.

Permits and Approvals

In addition to the NJSEA consultation process with the NJDEP and NJMC described above, the Stadium Project is required to comply with a variety of federal and state permit and approval processes. Table ES-1 summarizes the required permits and approvals.

Table ES-1		
Stadium Project Required Permits and Approvals		
Regulatory Agency	Permit/Approval	Law/Regulation
New Jersey Department of Environmental Protection	Stream Encroachment Permit	N.J.A.C. 7:13 et. seq.
	Water Quality Management Plan Consistency Determination	N.J.A.C. 7:15-1 et. seq.
	New Jersey Pollutant Discharge Elimination System Permit	N.J.A.C. 7:14-1 et. seq.
	Treatment Works Approval	N.J.A.C. 7:14-1 et seq.
	Well Permit	N.J.S.A. 58:4A-14; N.J.A.C. 7:8-3.11
	Water Main Extension Certification	N.J.S.A. 58:12A-1 et. seq.; N.J.A.C. 7:10-10
	Remedial Action Work Plan	N.J.A.C. 7:26E
New Jersey Department of Community Affairs	Plan Approval	N.J.A.C. 5:23 et seq.
Bergen Soil Conservation District	Soil Erosion and Sediment Control Plan Certification	N.J.S.A. 4:24-1 et. seq.
	NJPDES General Permit for Construction Activity Stormwater	N.J.A.C. 7:14-1 et. seq.
New Jersey Department of Transportation	Major Access Permit	N.J.A.C. 16:47

Public Participation

The PEIS was the subject of a public comment period during which a public hearing was held. This FEIS was prepared by the NJSEA and NM Stadco to address comments received on the PEIS. The FEIS is being submitted to the NJMC and NJDEP hearing officers who will prepare a report with recommendations for the Stadium Project.

Conclusion

The location of the Stadium Project within an existing paved, developed site eliminates direct impacts on environmentally sensitive features, such as wetlands or wildlife habitat. With the implementation of certain mitigative steps for the construction and operation of the Project, potential adverse impacts will be minimized. In addition, the construction and operation of sports and entertainment facilities on the Meadowlands Sports Complex is an appropriate land use. Therefore, it is concluded that the Stadium Project will not have any significant adverse impacts on the environment and that the location, type and character of the Project is appropriate.